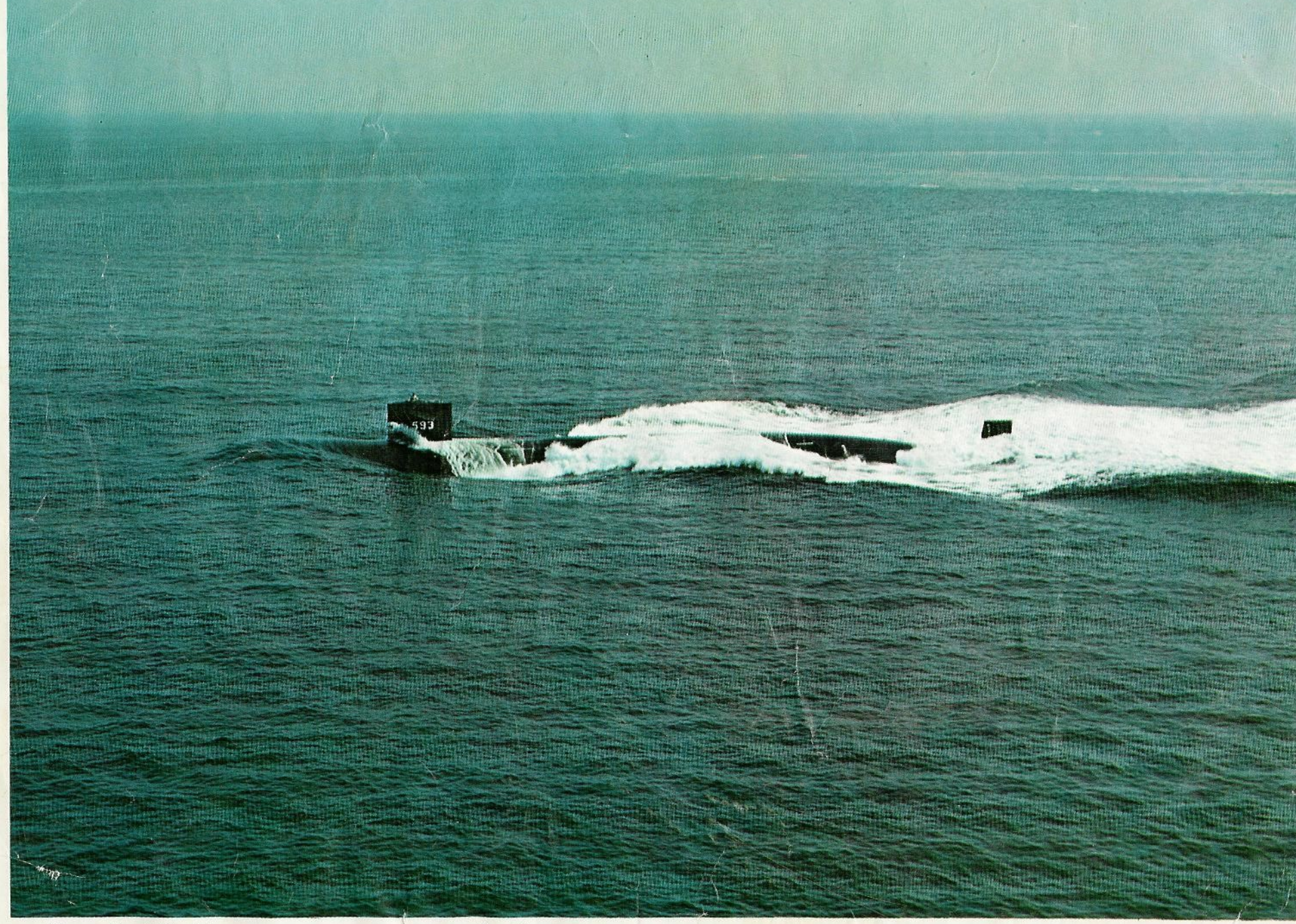
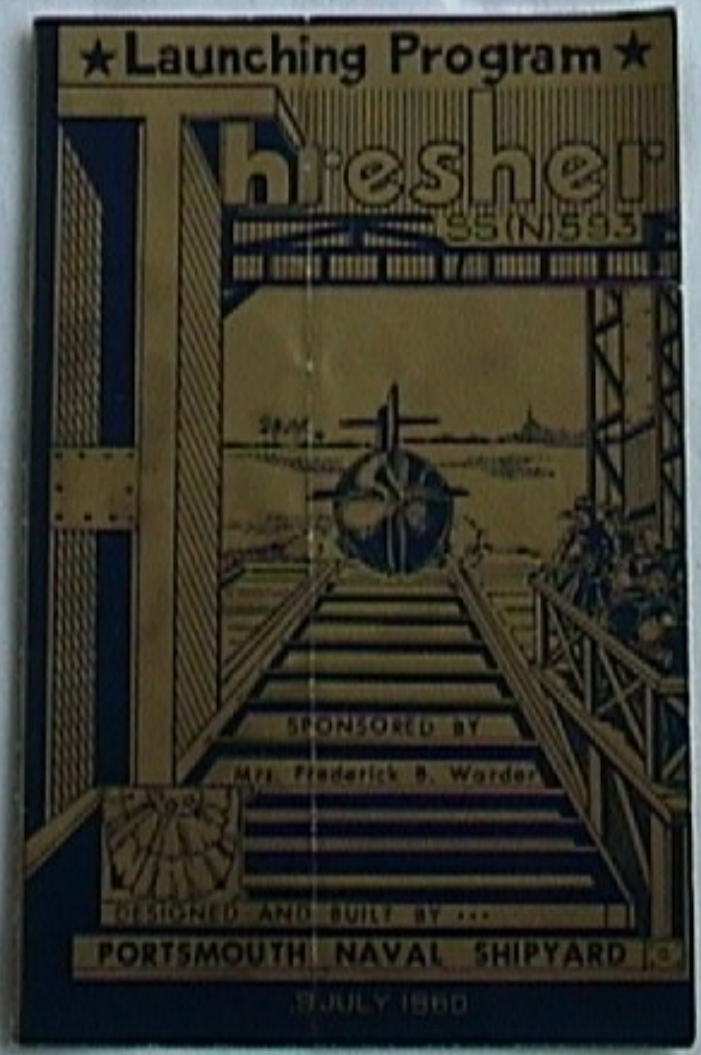
USS THRESHER
SSN 593

PUT A FACE ON YOUR WORK



Designed and Built by
Portsmouth Naval Shipyard

USS Thresher (SSN 593)


★Launching Program★
Thresher
SS(N)593
SPONSORED BY
Mrs. Frederick B. Warder
DESIGNED AND BUILT BY ...
PORTSMOUTH NAVAL SHIPYARD
9 JULY 1960

Mrs. Frederick B. Warder
Sponsor

CDR Dean L. Axene, USN
Prospective Commanding Officer

Rear Admiral Lawrence R. Daspit
Commander
Submarine Force,
U. S. Atlantic Fleet

THE SUBMARINE

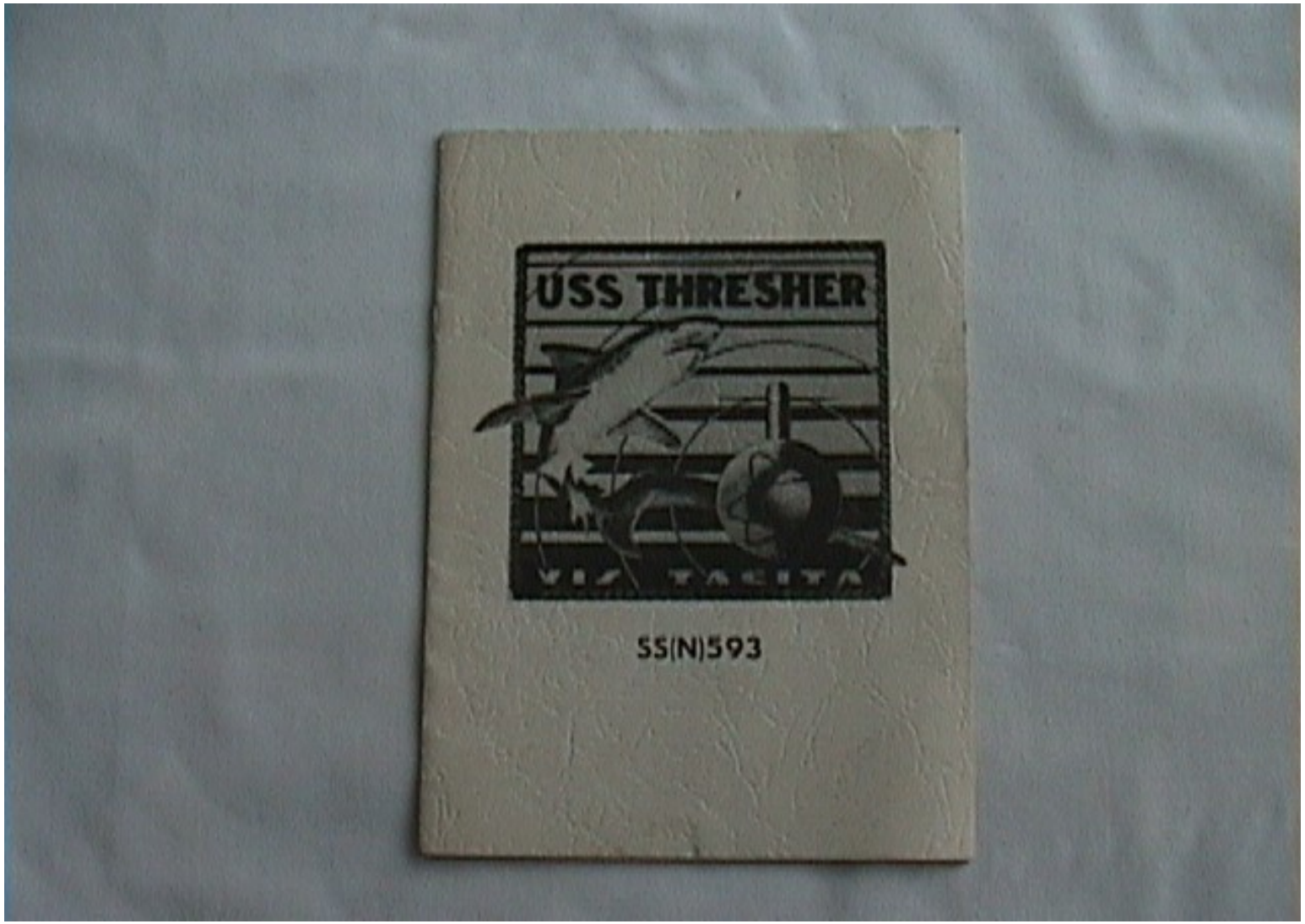
The first THRESHER (SS200) was launched in March 1940. Present in Hawaiian waters on December 7, 1941, she immediately began active participation in the struggle with Japan. During the course of the war she successfully completed 15 war patrols, sinking 17 enemy vessels, a total of 66,172 tons. For her war service she was awarded the Navy Unit Commendation with 15 battle stars. She was finally retired from active service and decommissioned in 1946, here in the Portsmouth Naval Shipyard.

The second THRESHER, lead ship of the world's most advanced class of nuclear attack submarines, was designed at Portsmouth Naval Shipyard. Her S5W reactor plant, single screw, small sail, advanced hydrodynamic form and hull smoothing will give her unmatched speed and maneuverability. Maximum efforts have been made to quiet THRESHER so that she will be much more silent as well as deeper operating than any other nuclear submarine; hence, will escape enemy detection and get maximum return from her advanced sonar and weapons. THRESHER will be the most effective anti-submarine warfare weapon ever conceived.

GENERAL CHARACTERISTICS

Submerged Displacement	4300 Tons
Length	278 Feet
Beam	32 Feet
Complement	8 Officers
	80 Enlisted Men

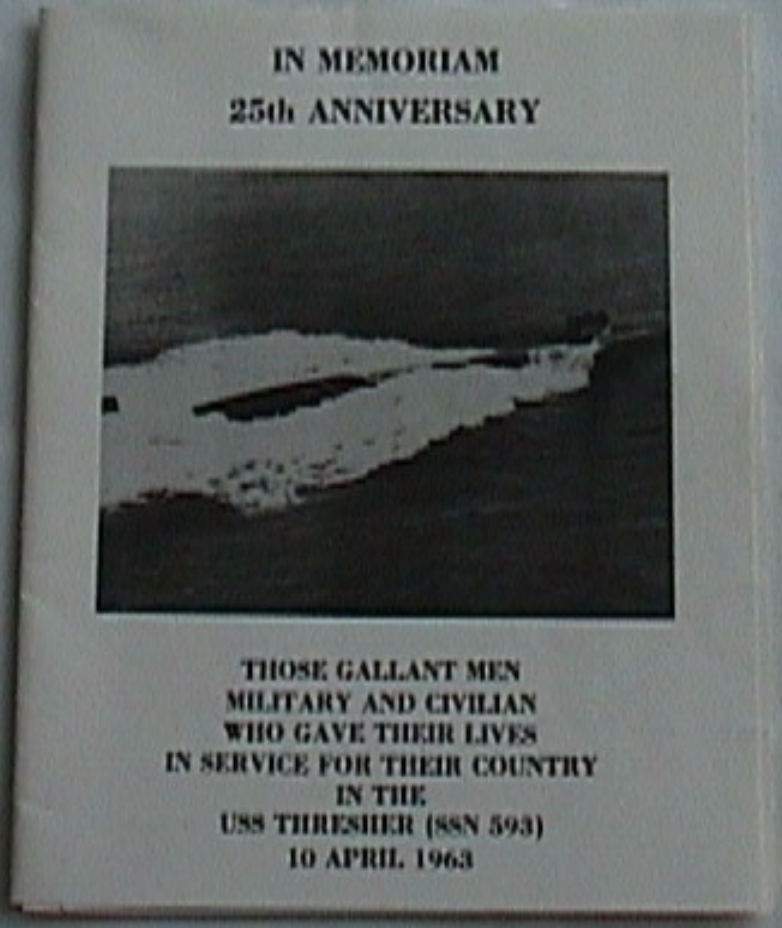
COMMISSIONING



THRESHER POSTCARD

USS Thresher SSN 593

25TH ANNIVERSARY



MEMORIAL SERVICE

PARENTS

WIFE

WIFE

WIVES

DAUGHTERS

SON

GRANDCHILDREN

SISTER

FIANCEE

NIECE

WREATH CEREMONY

WREATH CEREMONY

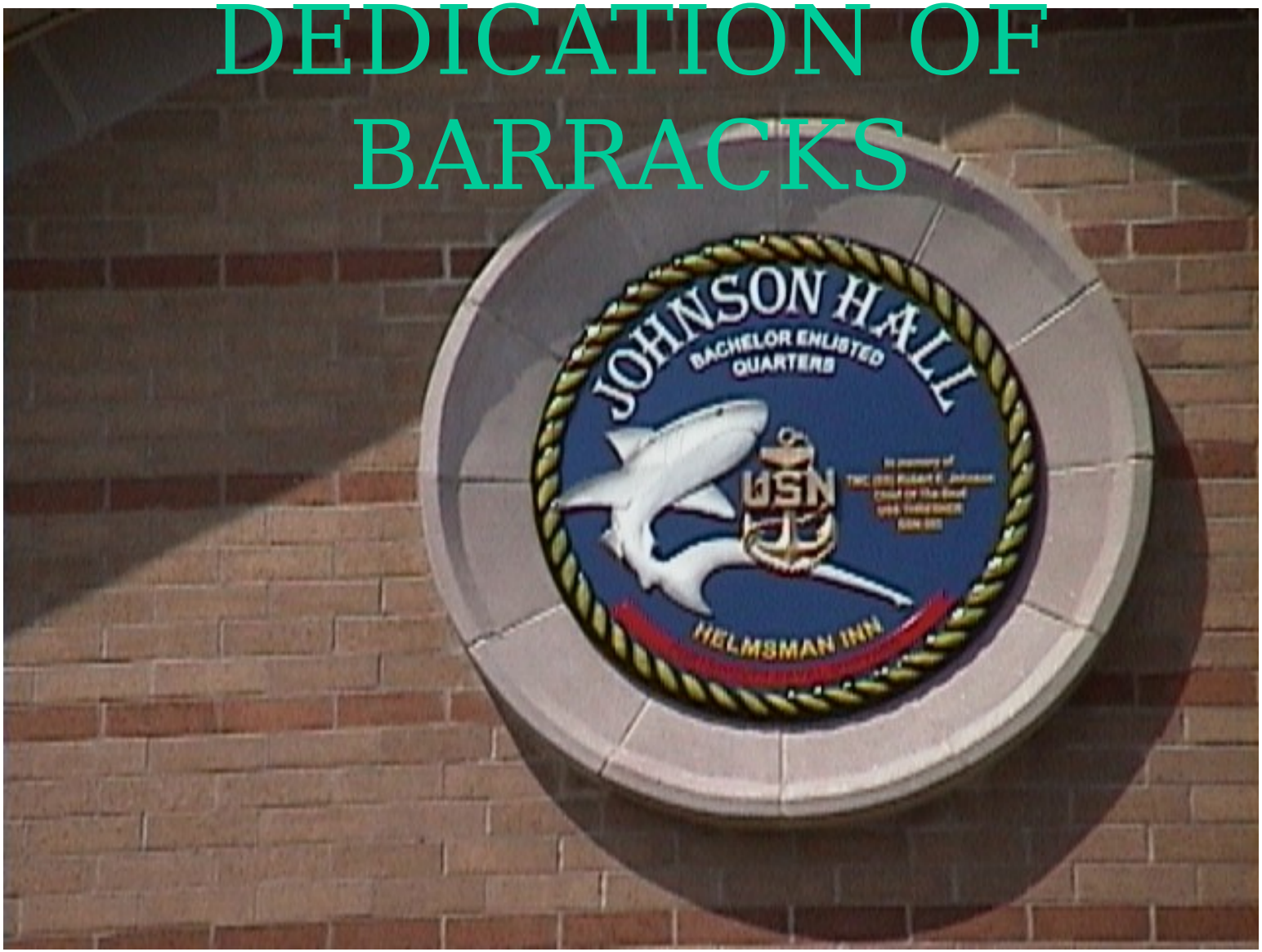
EX CREW WIVES

EX CREW

EX CREW

EX CREW

DEDICATION OF BARRACKS



UNDERWAY

THRESHER PLAQUE

Death Sub's Troubled History

By WILLIAM FEDERICI and SIDNEY FEINGOLD

New London, Conn., April 11 (Special).—The nuclear submarine Thresher ran into trouble during its initial tryouts two years ago which caused its deep dives to be called off, THE NEWS learned today.

It was brought back constantly to undergo changes and work since then at almost every naval repair port on the East Coast.

The Navy explained that this was natural, since the sub was the first of its class and bugs were almost bound to turn up.

Couldn't Find Flaw

In May, 1961, the Navy called off the deep dives because technicians aboard found an abnormal strain being created at a crucial point aboard the craft. Previous failure of certain outside gauges hampered finding out why the strain was caused.

The technicians also found a serious failure of the high pressure air system filter; internal flooding of a retractable whip (antenna) which made communications unreliable, and defects in parts of the electrical control system.

But in July, 1961, a fact sheet handed out by the public information officer at the New London submarine base bragged of significant advancements in the Thresher's ability to cruise the ocean at far greater depths than any other undersea boat.

"Successfully Solved"

"Problems in welding and forming of heavy structural members in the development of piping systems and hull fittings for deep submergence have been encountered and successfully solved," the fact sheet said.

"Continuous tests are being undertaken to give complete assurance that the submarine is safe."

On June 5, 1962, the Thresher suffered a three-foot gash in the lower part of its hull in a collision with a tug while berthing at Port Canaveral, Fla. The sub went to the Electric Boat shipyards at Groton, Conn., where it underwent repairs for three weeks.

In a recent overhauling, a piece of machinery was replaced, causing a section of the hull to be cut out and rewelded.

Admiral's Statement

Asked whether this section might have given way under deep sea pressure, Adm. Bernard L. Austin, president of the court of inquiry, replied: "We don't know. Who knows what it (the cause of the tragedy) might be? All work on all overhaul projects will be investigated in our efforts to determine just what caused this terrible accident."

"The best witnesses," he added, with deep lines of sorrow etched into his face, "are the people we are mourning today."

The keel of the Thresher, named for the thresher shark, was laid at the Portsmouth, N.H., naval shipyard on May 28, 1958.

Parents of Sub's Skipper

(UPI Telefoto)

Mr. and Mrs. Manning J. Harvey look at wedding portrait of their son, Lt. Comdr. John W. Harvey, skipper of the missing nuclear sub Thresher.

Skipper's Wife Offers Gratitude for Prayers

New London, Conn., April 11 (UPI).—Mrs. Irene Harvey, wife of the skipper of the lost submarine Thresher, expressed gratitude today for prayers and sympathy on behalf of the families of the 129 men who died on her husband's ship.

She issued a short statement through the Navy submarine base in New London.

"On behalf of all of the families of the men aboard the Thresher I would like to express our gratitude for the prayers, good wishes and expression of interest and concern for our loved ones," she said.

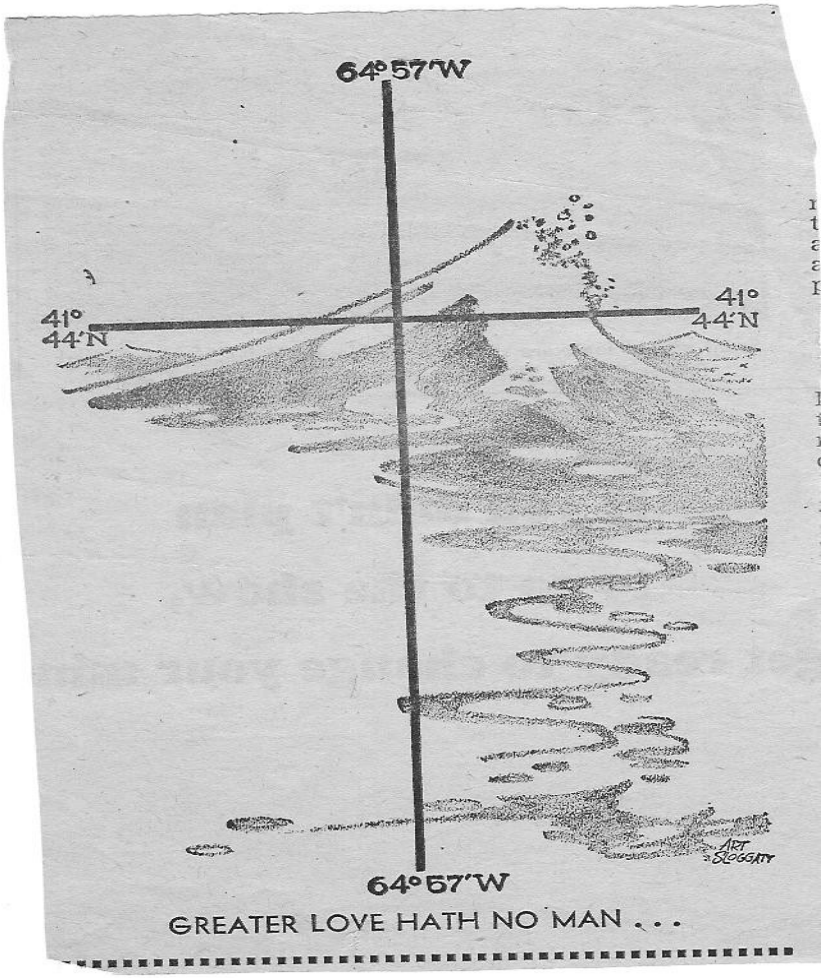
"With an acceptance of this tragic loss we ask now that you continue your prayers for these men that our Lord will have taken them home quickly and forever. Our men have been lost performing the duty they chose as their way of life, in the service of their country, and dedicating their efforts to our objective of peace in a free world.

"We shall remain devoted to the principles for which they gave their lives."

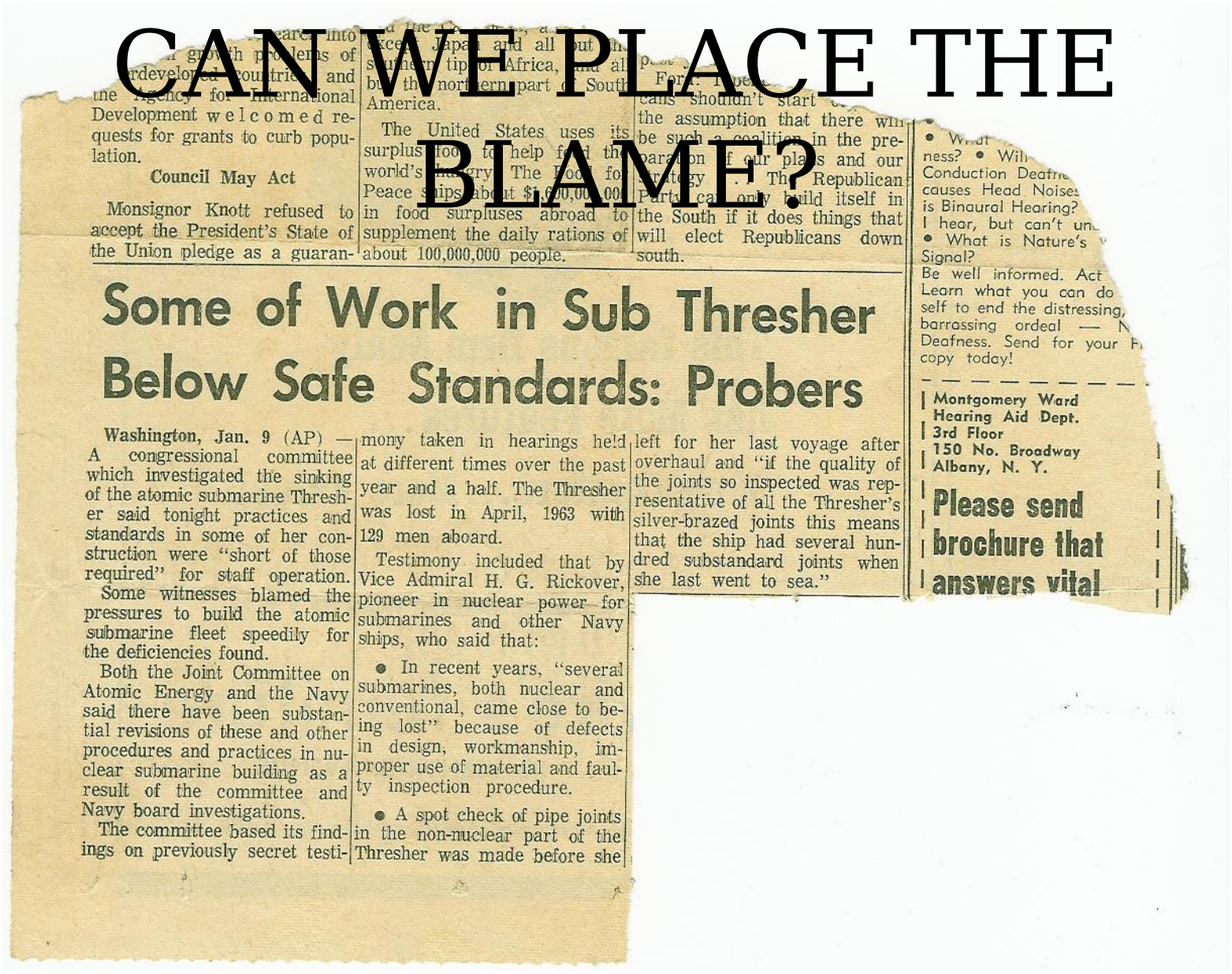
The 17 Civilians—It Was Their Ship

Portsmouth, N. H., April 11

STILL ON PATROL



CAN WE PLACE THE BLAME?



...into ...growth problems of ...developed countries and the Agency for International Development welcomed requests for grants to curb population.

Council May Act

Monsignor Knott refused to accept the President's State of the Union pledge as a guaran-

...Japan and all but ...southern tip of Africa, and all ...both northern part of South America.

The United States uses its surplus food to help feed the world's hungry. The Food for Peace ships about $1,600,000,000 in food surpluses abroad to supplement the daily rations of about 100,000,000 people.

...the assumption that there will be such a coalition in the preparation of our plans and our strategy. The Republican Party can only build itself in the South if it does things that will elect Republicans down south.

Some of Work in Sub Thresher Below Safe Standards: Probers

Washington, Jan. 9 (AP) — A congressional committee which investigated the sinking of the atomic submarine Thresher said tonight practices and standards in some of her construction were "short of those required" for staff operation.

Some witnesses blamed the pressures to build the atomic submarine fleet speedily for the deficiencies found.

Both the Joint Committee on Atomic Energy and the Navy said there have been substantial revisions of these and other procedures and practices in nuclear submarine building as a result of the committee and Navy board investigations.

The committee based its findings on previously secret testimony taken in hearings held at different times over the past year and a half. The Thresher was lost in April, 1963 with 129 men aboard.

Testimony included that by Vice Admiral H. G. Rickover, pioneer in nuclear power for submarines and other Navy ships, who said that:

- In recent years, "several submarines, both nuclear and conventional, came close to being lost" because of defects in design, workmanship, improper use of material and faulty inspection procedure.
- A spot check of pipe joints in the non-nuclear part of the Thresher was made before she left for her last voyage after overhaul and "if the quality of the joints so inspected was representative of all the Thresher's silver-brazed joints this means that the ship had several hundred substandard joints when she last went to sea."

• W...t
ness? • Wil...
Conduction Deafn...
causes Head Noises
is Binaural Hearing?
I hear, but can't un...
• What is Nature's ...
Signal?
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self to end the distressing,
barrassing ordeal — N...
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WE WILL NEVER
FORGET

IN MEMORY OF
OUR DEPARTED SHIPMATES
WHO STILL SAIL
A MIGHTY SHIP
U.S.S. THRESHER SSN 593
3 AUGUST 1961 - 10 APRIL 1963

WIVES 40 YEARS LATER

TILMON “TILLY” ARSENSAULT

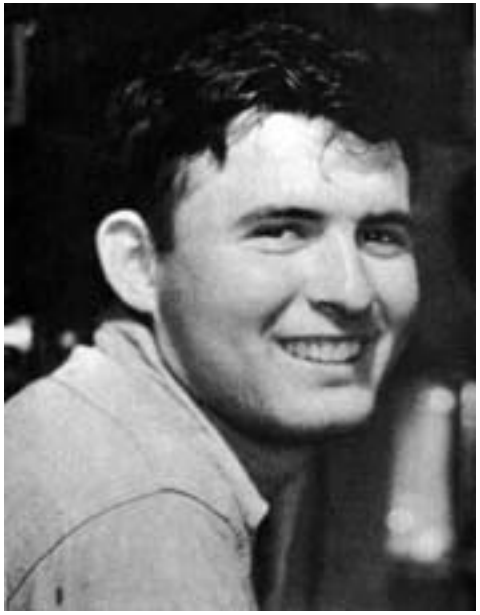
RONALD CLARE BABCOCK

RONALD EUGENE BAIN

JOHN EDWARD BELL

ROBERT DONALD BIEDERMAN

EDGAR SOLON BOBBITT



GERALD CHARLES BOSTER

GEORGE BRACEY

RICHARD PAUL BRANN

RICHARD “SKI” CARKOSKI

PATRICK WAYNE CARMODY

STEVEN GEORGE CAYEY

EDWARD (CHRIS) CHRISTIANSEN

LARRY WILLIAM CLAUSSEN

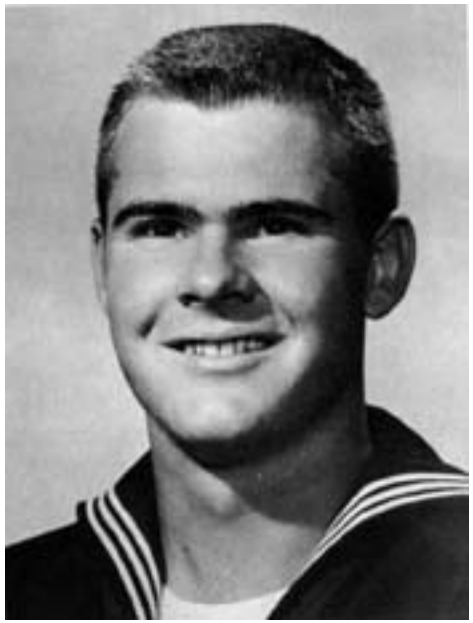
THOMAS EDWARD CLEMENTS

MERRILL FRANCIS COLLIER

FRANCIS MICHAEL CUMMINGS

SAMUEL JOSEPH DABRUZZI

CLYDE ELCOTT DAVISON III



DONALD CLIFFORD DAY

ROY OVERTON DENNY Jr.

PETER JOSEPH DIBELLA

MICHAEL JOHN DINOLA

DON ROY DUNDAS

TROY EARL DYER

ELWOOD HENRY FORNI

RAYMOND PETER FOTI

LARRY WAYNE FREEMAN

GREGORY JOSEPH FUSCO

JOSEPH “DOC” GALLANT Jr.

NAPOLEON “NAPPY” GARCIA

JOHN EDMOND GARNER

PAT MEHAFFY GARNER

ROBERT “MITZI” GAYNOR

ROBERT HOWARD GOSNELL

JOHN GILBERT GRAFTON

WILLIAM EDWARD GRAHAM

AARON “GUNNER” GUNTER

RICHARD CHARLES HALL

JOHN WESLEY "CAPTAIN" HARVEY

NORMAN THEODORE HAYES

LAIRD GLENN HEISER

MARVIN THEODORE HELSIUS

JAMES JOHN HENRY Jr.

LEONARD HOGENTOGLER HEWITT

JOSEPH HARTSHORNE HOAGUE

JAMES PORTER HODGE

JOHN “JACK” HUDSON

JOHN PENFIELD INGLIS

BRAWNER “BG” JOHNSON

EDWARD “DRIFTY” JOHNSON

RICHARD “RL” JOHNSON

ROBERT “COB” JOHNSON

THOMAS “TB” JOHNSON

RICHARD WILLIAMS JONES

EDMUND JOSEPH KALUZA

THOMAS CHARLES KANTZ

ROBERT DENNIS KEARNEY

RONALD DEAN KEILER

GEORGE “PAPPY” KIESECKER

BILLY MAX KLIER

GEORGE RONALD KRONER

NORMAN GILBERT LANOUETTE

WAYNE WILFRED LAVOIE

JOHN SHELDON LYMAN

TEMPLEMAN NORWOOD MABRY Jr.

FRANK JOHN MALINSKI

RICHARD “DICKIE” MANN

JULIUS FRANIS MARULLO Jr.

DOUGLAS RAY McCLELLAND

DONALD JAMES McCORD

KARL “MAC” McDONOUGH

SIDNEY LYNN MIDDLETON

RONALD ARTHUR MUISE

JAMES ALTON MUSSELWHITE

DONALD “BABY DUCK” NAULT

WALTER JACK NOONIS

JOHN DANIEL NORRIS

CHESLEY CHARLES OETTING

GUY CARRINGTON PARSONS Jr.

ROSCOE CLEVELAND PENNINGTON

JAMES GLEN PETERS

JAMES FRANK PHILLIPPI

DANIEL ANDREW PHILPUT

RICHARD PODWELL

JOHN SAGE REGAN

JAMES PATRICK RITCHIE

PERVIS ROBISON

GLENN ALVA ROUNTREE

ANTHONY “SKI” RUSHETSKI

JAMES MICHAEL SCIEWE

BENJAMIN NATHAN SHAFER

JOHN DAVIS SHAFER

JOSEPH THOMAS SHIMKO

BURNETT MICHAEL SHOTWELL

ALAN DENNISON SINNETT

JOHN SMARZ Jr.

WILLIAM HARRY SMITH Jr.

JAMES LEONARD SNIDER

RONALD HAL SOLOMON

ROBERT “ROCKY” STEINEL

ROGER EDWIN VAN PELT

JOSEPH “SKI” WALSKI

DAVID ALLAN WASEL

CHARLES “CHUCK” WIGGINS

JOHN JOSEPH WILEY

DONALD EDWARD WISE

RONALD EUGENE WOLFE

JAY HENRY ZWEIFEL

THEY WERE SO YOUNG

NAVAL PERSONNEL OTHER THAN CREW

- PHILIP HARCOURT ALLEN, LTC
- JOHN HILARY BILLINGS, LTC
- ROBERT LEE KRAG, LTC

SHIPYARD PERSONNEL

- FRED PHILP ABRAMS
- DANIEL W. BEAL Jr.
- ROBERT E. CHARRON
- KENNETH RAY CORCORAN
- KENNETH JAMES CRITCHLEY
- PAUL CHEVALIER CURRIER
- RICHARD ROY DES JARDINS
- GEORGE J. DINEEN
- RICHARD KAYE FISHER
- PAUL ALFRED GUERETTE
- MAURICE FRANK JAQUAY
- DONALD WILLIAM KUESTER
- HENRY CHARLES MOREAU
- FRANKLIN JAMES PALMER
- ROBERT DAN PRESCOTT
- DONALD T. STADTMULLER
- LAWRENCE EUGENE WHITTEN

WE WILL NEVER
FORGET